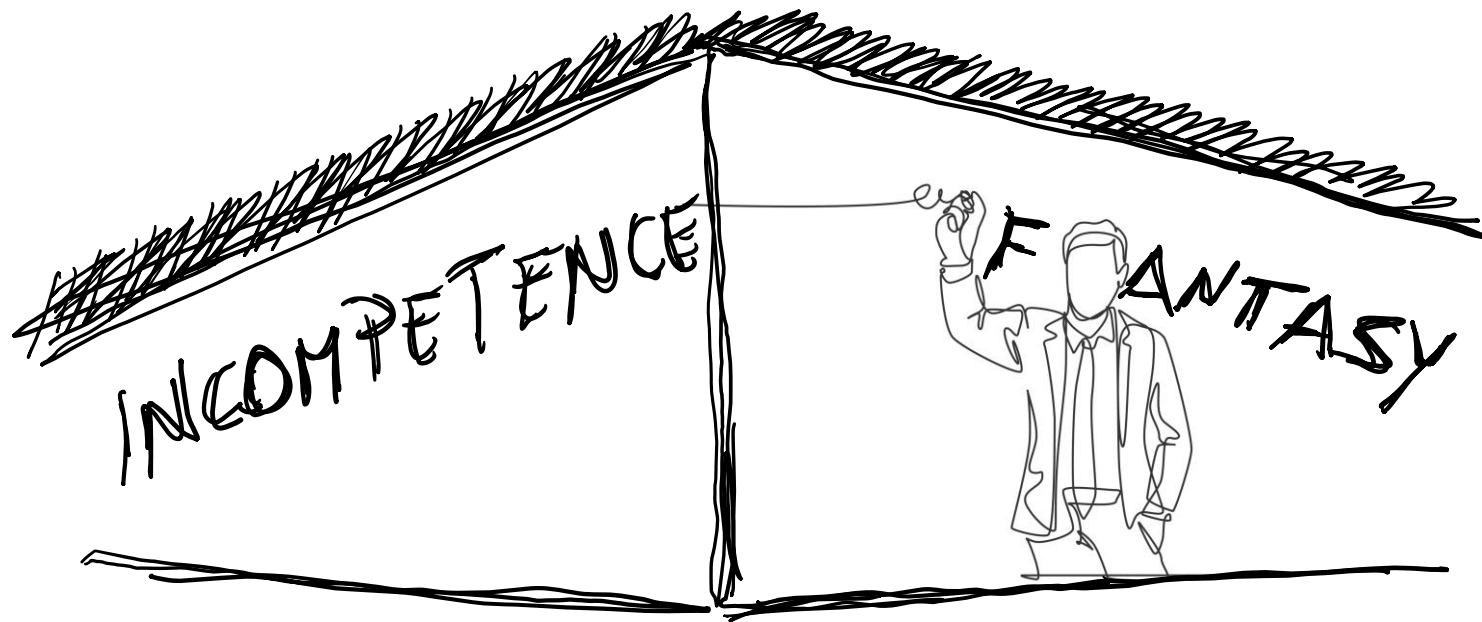


# FRM Training for NAA Inspectors

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**Your safety is our mission.**

# What can happen without the right qualification?



# Fast pace of changes – new operational needs



# New Challenges

- ❑ Today the scope of compliance is much broader
- ❑ Greyer area (more difficult to monitor and to understand) including risks not covered by regulation
- ❑ Limited resources
- ❑ Expansions of rules and principles is raising the level of overall risks

# Meanwhile

- ❑ Compliance function was not built to cope with these emerging challenges
- ❑ The importance of “operational” expertise to provide constructive input and “credible challenges” is more evident
- ❑ Current “check-the-box” rule based testing processes do not provide adequate coverage over emerging risks

# Competent Authority

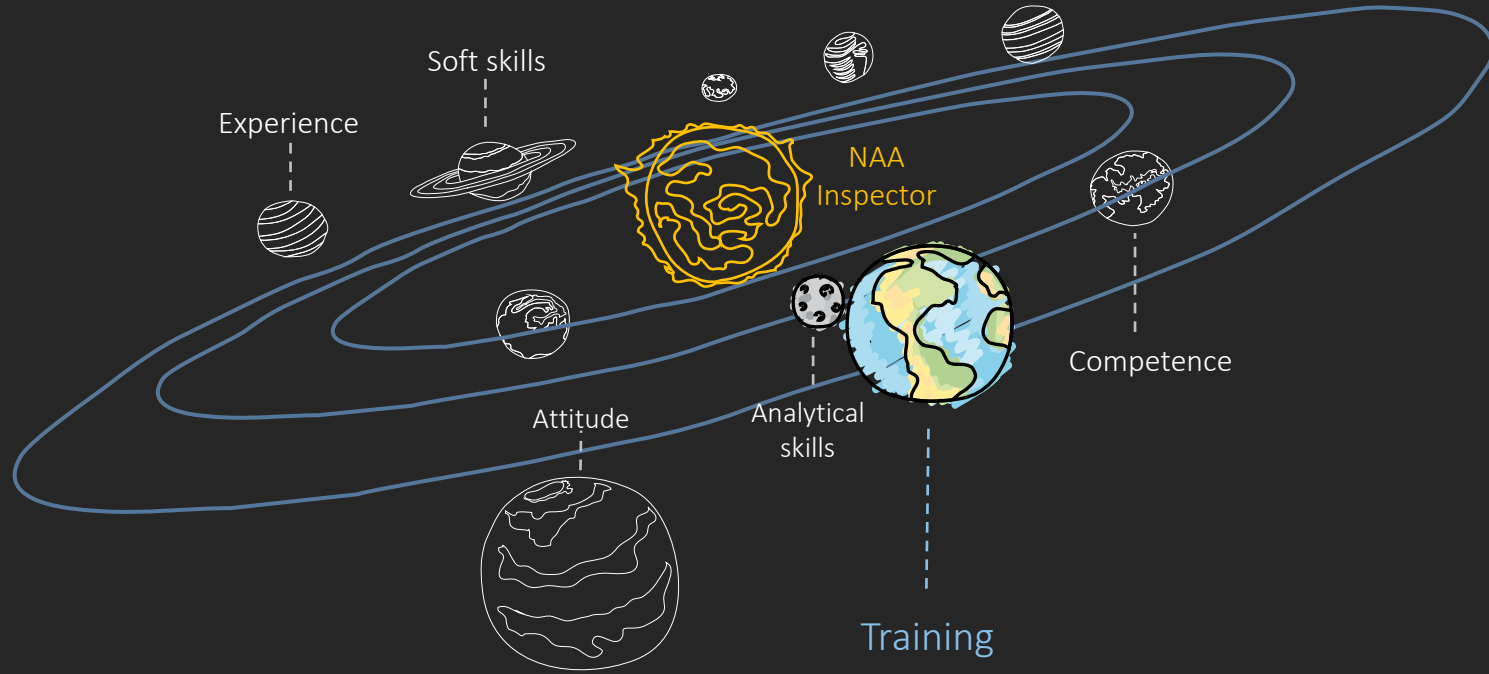
NEW MiNDSET



NEW RESULTS

# INSPECTOR COMPETENCES GALAXY

Which competences are needed to cope with the new challenges



## Adopt lean principles

(mindset of continuous improvement and eliminate non added value activities )

## New mindset



Focus on outcome

## Leverage analytics

(use of data analysis and information to provide an improved understanding)

Importance of the preparation



# COMPETENCE AND TRAINING FOR AUTHORITY INSPECTORS

## → AMC 2 ARO.GEN.200 (Initial)

- Assessment of effectiveness of management system
- Hazard identification and risk assessment
- Non punitive reporting techniques in the context of the implementation of a just culture

## → AMC 5 ARO.GEN.200 (Specific)

- Theory and effect of fatigue
- Human factor related to fatigue
- Typical hazards and risk related to fatigue

### AMC2 ARO.GEN.200(a)(2) Management system

ED Decision 2012/006/R

#### QUALIFICATION AND TRAINING — INSPECTORS

##### (a) Initial training programme:

The initial training programme for inspectors should include, as appropriate to their role, current knowledge, experience and skills in at least all of the following:

- (1) aviation legislation organisation and structure;
- (2) the Chicago Convention, relevant ICAO annexes and documents;
- (3) overview of Regulation (EC) No 216/2008, its implementing rules and the related AMC, CS, and GM;
- (4) Regulation (EU) No 965/2012 as well as other applicable requirements;
- (5) management systems, including the assessment of the effectiveness of a management system, in particular hazard identification and risk assessment, and non-punitive reporting techniques in the context of the implementation of a 'just culture'

### AMC5 ARO.GEN.200(a)(2) Management system

ED Decision 2012/006/R

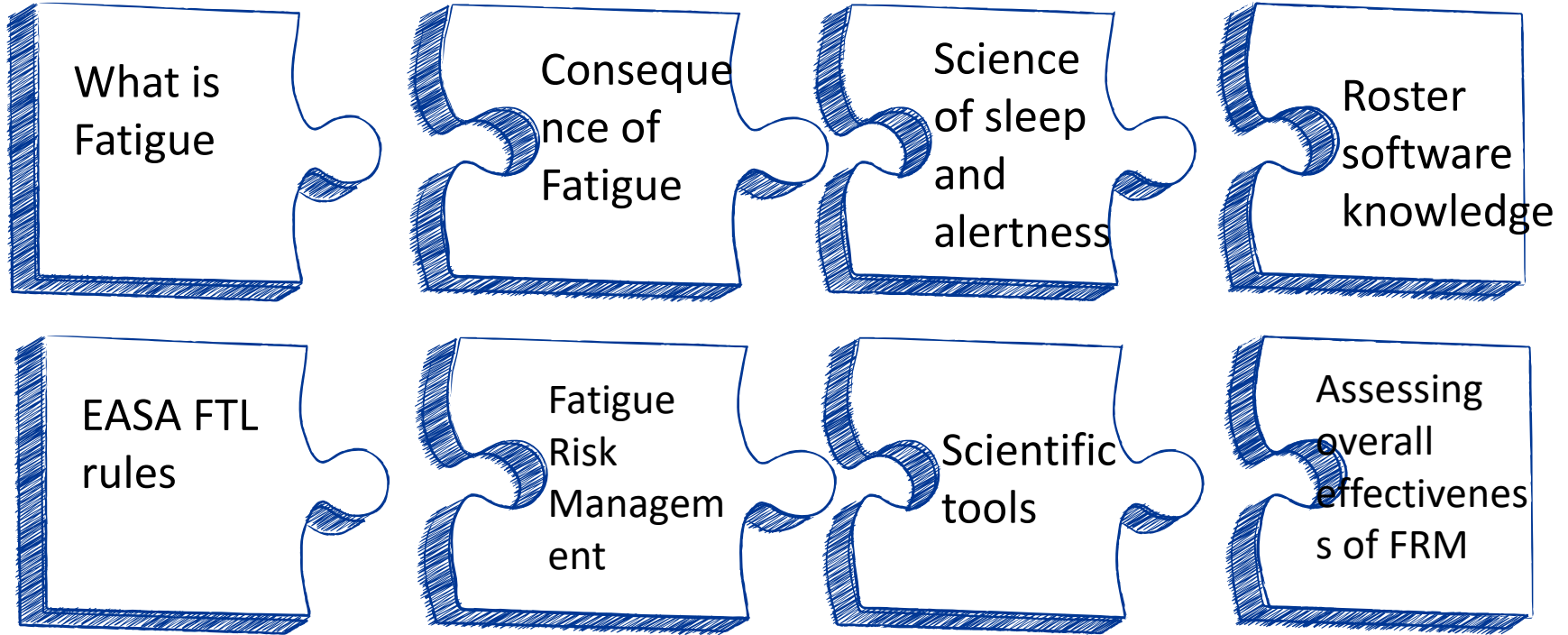
#### FATIGUE RISK MANAGEMENT INSPECTOR TRAINING

An inspector involved in the approval process of operator's flight time specification schemes and fatigue risk management (FRM) should receive the following training:

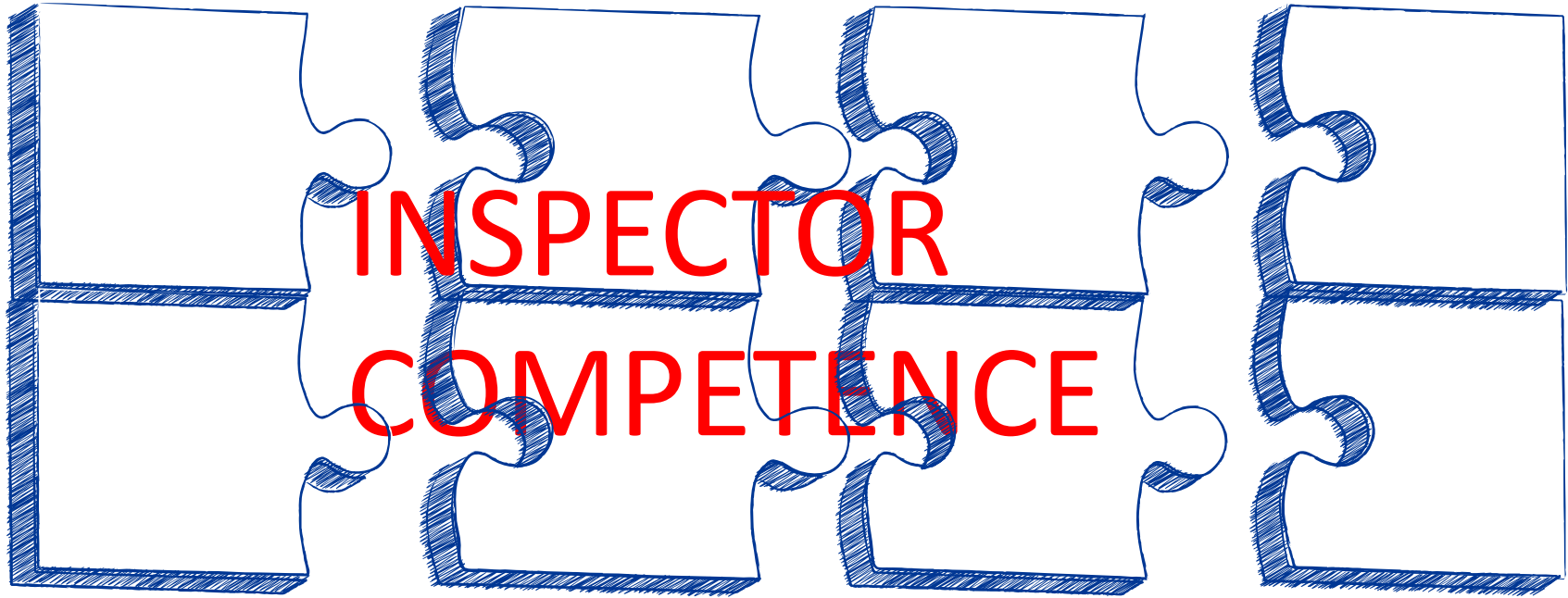
##### (a) Initial training

- (1) Theory and effects of fatigue
- (2) Human factors related to fatigue
- (3) Typical hazards and risks related to fatigue, their possible mitigation measures, and the maturity of hazard identification models (reactive, proactive and predictive)
- (4) FRM training and promotion methodologies and how to support ongoing development of FRM
- (5) Data collection and analysis methods related to FRM
- (6) Integration of FRM into the Management System

# FTL & FRM EXPERTISE



THE OBJECTIVE OF THIS JOURNEY IS TO COMPOSE  
THE PUZZLE AND OBTAIN:



# Conclusion

- A change in mindset is needed
- Competence as a key enabler
- Operational Experience
- Continued operational exposure

**Thank you for your attention.**

**Questions?**



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